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The needs of the Yugoslav economy for ship tonnage are increasing faster than new merchant ships can be built. Even before World War II, when the merchant marine was seriously dynaged, it was insufficient and in poor condition. It is essential that the limited amount of available tonnage be used as efficiently as possible: that the existing ships be used to full capacity, and that demurrage in port be reduced to a minimum.

Demarrage in Tugoslav waters is especially long when wood is loaded, when general carge is unleaded, when coment is loaded or unleaded, and when a ship takes on seal for its own use. These delays are partly caused by the technical deficiencies of the main harbors and by the damage they suffered during World War II, buttproducers and shipping enterprises, and to some extent the Inka i Javas Skiedista (Barbor and Public Varehouse) Enterprise, are chiefly responsible. Often ships wait in a harbor a long time to take on wood because the cargo is not ready for leading. The wood is selected and sorted during the antiffic loading operation. The SS Dubrownik, for example, wedsted in Rijers from 8 to 31 October, and finally had to leave without its full cargo.

Thlowing 6,000 tons of general cargo from a ateamer may take 20 days. Often ships are virtually used as storage space. The SS Liveo lay at Rijeks from 16 October to 3 November unloading iron for reinforcing concrete. Although the cargon was argently needed, provisions for receiving the had not been made.

Frequently one type of sarge has to be pulled out from under another in unloading because it is more urgently needed. If the cargo had been properly arranged according to destination and urgency at the time of loading in foreign ports, much time would have been saved.

About 700 tone of cement or less own be loaded in ships in one day. The figure could be raised if the cement factories would build temporary warehouses to store a certain amount of cement Serore loading it into the ships. This would simplify loading, as well as save time.

CLASSIFICATION

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Ingoslav ships waste much time in loading coal for their own use, because of a lack of loading machinery. However, ships often lose one, 2 or 3 days unnocessar'ly while loading coal. Sometimes the coal is not loaded, until after the cargo has been loaded or unloaded.

Elimination of half the present demurrage of ships in Tug.slav harbors would permit 12-14 more voyages per year, the equivalent of adding three or four ships or carrying 100,000-200,000 tons more of cargo per year.

FRD.

PETRATE

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